This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Charting and Geodetic Services (N/CG22), National Ocean Service, NOAA, Rockville, Maryland 20852

13006 LORAN-C OVERPRINTED

UNITED STATES - EAST COAST

WEST QUODDY HEAD TO NEW YORK

Mercator Projection
Scale 1:675,000 at Lat. 43°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

(For offshore navigation only)
Detail in general within the 10 fathom curve is not shown on this chart except for off lying shoals and islands.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
5930 ..... 59,300 Microseconds
9960 ..... 99,600 Microseconds
STATION TYPE DESIGNATORS (Not individual station letter designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 9960-W

RATES ON THIS CHART

5930-X 5930-Y
9960-W 9960-X 9960-Y 9960-Z

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation lights are white unless otherwise indicated.

AERO, aeronautical	G green	Mo, morse code	R TR, radio tower
Al, alternating	Gp, group	N, nun	Rot, rotating
Bn, beacon	IQ, interrupted quick	OBSC, obscured	s, seconds
Bn, beacon	Iso, isophase (2 sec	Oc, occulting	SEC, sector
C, can	LT HO, lighthouse	Or, orange	St M, statute miles
DIA, diaphone	M, nautical mile	Q, quick	VQ, very quick
F, fixed (equal interval)	m, minutes	R, red	W, white
F, fixed	MICRO TR, microwave tower	Ra Ref, radar reflector	WHIS, whistle
Fl, flashing	Mo, morse	R Bn, rubberized	Y, yellow

Bottom characteristics

Bldr, boulders	Co, coral	sy, grey	Clys, oysters	so, soft	
br, broken	G, gravel	h, hard	Rk, rock	Sh, shells	
Cy, clay	Gns, gneiss	M, mud	S, sand	sy, sticky	

Miscellaneous

A/C in, aircraft in area	Obstr, obstruction	PD, position doubtful	Subm, submerged
ED, existence doubtful	PA, position approximate	Rep, reported	
dk, Wreck mast, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

COLREGS, International Regulations for Preventing Collisions at Sea, 1972.

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the U.S. Coast Guard, British Admiralty and Canadian charts.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on the chart. See Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○(Accurate location) ⊖(Approximate location)

NOTE 5

Regulations for ocean dumping sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Mass., or at the Office of the Division Engineer, Corps of Engineers, in Waltham, Mass.
Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CURRENT DIAGRAM
GEORGES BANK AND NANTUCKET SHOALS

Explanation

Hourly directions and velocities of tidal currents at twenty-two stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals two knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock Rip Channel, the daily predicted times of which are given in the National Ocean Service Atlantic Coast Current Tables. The velocities plotted should be increased by 50 per cent when the motion is full or new and decreased by 20 per cent when the moon is in first or third quarters. For effect of wind on tidal currents, see Current Tables, Atlantic Coast.

SCALE OF VELOCITIES
KNOTS

NOTE D
AREA TO BE AVOIDED

All vessels carrying cargoes of noxious or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC-MO-N-019).

NOTE F

Trawlers or other vessels should exercise caution when dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that there are obstructions dangerous to fishing gear in the area.

LORAN LINEAR INTERPOLATOR

MICROSECONDS

NOTE C
TRAFFIC SEPARATION SCHEMES

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor and New York Harbor and the approach to Narragansett Bay, Buzzards Bay and Boston Harbor and for routing traffic through the Bay of Fundy but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

The recommended route in the Bay of Fundy has been established by the Department of Transport, Canada. See large scale Canadian charts.

NOTE B
PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels operating between Portland, Boston, or New York Harbors, or Buzzards Bay, and one of the established traffic lanes. Mariners are advised to exercise extreme care when navigating within these areas. Anchoring and cruising are not located within the precautionary areas for New York Harbor is not shown on this chart. See chart 12327.

NOTE H
LOCAL MAGNETIC DISTURBANCE

An area of magnetic disturbance exists about 4 miles south of Southwest Head Grand Manan Island.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

Formerly C&GS 72, 1934 Jan 1925 C 1935-407

26th Ed., Aug. 25/90 ■
13006
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CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

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SOUNDINGS IN FATHOMS

D STATES – EAST COAST

HEAD TO NEW YORK

Mercator Projection
Scale 1:675,000 at Lat. 43°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
N LOWER LOW WATER IN U.S. TERRITORY
T NORMAL TIDES IN CANADIAN TERRITORY

(For offshore navigation only)
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on this chart except for off lying shoals and islands.

HORIZONTAL DATUM
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NOTE E
LOCAL MAGNETIC DISTURBANCE
An area of magnetic disturbance exists about 4 miles south of Southwest Head Grand Manan Island.

LORAN LINEAR INTERPOLATOR

LORAN LINEAR INTERPOLATOR

MAINE

NOVA SCOTIA

NEW HAMPSHIRE

MASSACHUSETTS

RHODE ISLAND

BOSTON

PORTLAND

PROVIDENCE

CAPE ELIZABETH

CAPE COD BAY

NANTUCKET SOUND

RHODE ISLAND SOUND

BLOCK ISLAND SOUND

NARRAGANSETT BAY

JORDAN BASIN

GEORGES BANK

BROWNS BANK

Crowell Basin

Truxton Swell

Sharrer Ridge

Rodgers Swell

Franklin Swell

Fippennies Ledge

Platts Bank

Jeffreys Bank

Newfound Ground

Outer Fall

Shoals Bank

Tillies Bank

Baccaro Bank

NORTHEAST CHANNEL

NORTHEAST EDGE

NORTHEAST PEAK

SOUTHEAST PART

SOUTHWEST PART

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

(West Quoddy Head to New York)
SOUNDINGS IN FATHOMS (LAT. LON.)

13006
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FATHOMS